



## MONTANA AERONAUTICS COMMISSION



Volume 18—No. 3

March, 1967

### SEARCH AND RESCUE COORDINATORS' MEETING

By JACK WILSON

Safety and Education Officer

On February 23, a meeting was held in Helena with the Search and Rescue Coordinators from the fourteen Search and Rescue Districts. The purpose of this meeting was to review the Search and Rescue Manual for correctness, review of the Search and Rescue Procedures, and discuss the added responsibility under the Sarda and Civil Defense requirements for aerial radiological monitoring.

The aerial radiological monitoring concept is a concept whereby aircraft for radiological monitoring will be used in areas having a very heavy nuclear fallout, making it unsafe to send ground personnel in to make the determination of the residual rate. Under the aerial concept, this could be accomplished without exposing the personnel to any radioactive material.

Mr. Frank Welliver and Jack McCluskey, representatives from the State Civil Defense Office, presented an overall briefing concerning the requirements for training and how to obtain the necessary equipment to fulfill this requirement.

Plans are currently being formu-

lated for the training and selection of the personnel to accomplish the aerial radiological monitoring in the various Search and Rescue Districts. The minimum requirement for an aerial radiological monitoring team is two pilots with four ground personnel. The training requirement for this personnel is sixteen hours ground instruction by an authorized Civil Defense instructor.

### AGRICULTURAL AIRCRAFT REGISTRATION

The following is a check list of the requirements that must be completed before the Montana Aeronautics Commission is able to issue the Agricultural Decal that verifies your 1967 Agricultural Aircraft Registration, mandatory by state law.

1. Insurance Verification — Card, Letter, Wire, Etc., from your insurance company.

2. In compliance with FAA Regulations, Part 137:

A. In-State operators—Please submit your Licensed Ag. Operator's Certificate **number**.

B. Out-of-State operators—Must submit **Certificate** (to be returned).

3. The 1967 Agricultural Aircraft Registration form (yellow) must be completed and returned. (Be sure that

the N Number of Aircraft and Miscellaneous Information is included.)

4. \$1.00 fee per aircraft must be submitted.

5. Pilot/Pilots must be registered with the Montana Aeronautics Commission for 1967.

Please make certain that all of the above requirements are met when you make application for your 1967 decal, then we will be able to issue your decal without unnecessary delay and expense to you and the Commission.

Do not hesitate to contact the Aeronautics Commission, P. O. Box 1698, Helena, Montana, 59601, if you have any questions regarding your aircraft registration.

### COUTTS-SWEETGRASS CUSTOMS CHARGE

Effective April 1, 1967 all aircraft landing on the Ross International Airstrip at Coutts-Sweetgrass which are subject to Canadian Customs inspection will be required to pay a \$2.00 minimum transportation charge.

All **Inward Flights** will fall into this category and subject to the charge.

Planes on an **Outward flight** having goods for export on board or covered by a permit requiring verification of departures, must also report to Canadian Customs and be subject to the \$2.00 minimum charge.



Official Monthly Publication  
of the  
**MONTANA AERONAUTICS  
COMMISSION**

Box 1698  
Helena, Montana 59601

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Charles A. Lynch, Director

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Walter Hope, Member



## Director's Column



Charles A. Lynch

### ADVERTISING

It has been the practice of the Montana Aeronautics Commission to accept and publish Classified Advertisements in the monthly newsletter, "Montana and the Sky." Although they had questioned the value of this practice a great number of times in the past years, the Commission elected to continue to oblige the aircraft owners to this extent, particularly as we had never received a complaint from the advertising industry—until recently. With the registering of recent complaints involving this practice, the matter was again presented to the commission. After considerable discussion and deliberation, including the acknowledgment that the ordinary advertising channels are open to private aircraft owners, as well as the commercial operators, the members of the Commission felt that the following was a necessary action:

**At the February meeting of the Montana Aeronautics Commission, the members adopted a resolution to discontinue the practice of all classified advertising in the monthly newsletter, "Montana and the Sky"—effective as of the March 1967 issue.**

## LEGISLATIVE REPORT

We are pleased to report the only two pieces of legislation submitted by the Montana Aeronautics Commission to the Fortieth Legislature for approval have been recently signed into law.

**Senate Bill No. 126**, an act empowering the State Aeronautics Commission to require commercial air operators to procure insurance or other adequate protection against liability for the payment of damages for personal bodily injuries, including death and property damage, as a result of an accident was signed by the Governor on February 23, 1967, making this a law of the State with an effective date of July 1, 1967. Prior to the act of administration of this act, public hearings will be held with adequate opportunity for all segments of the industry to be heard. For the complete text of Senate Bill 126, please see bottom of page.

**House Bill No. 209**, an act to provide for the certification and regulation of intrastate air carriers by the State Aeronautics Commission was signed into law by the Governor on February 18, 1967. As previous mailings to the industry indicated, this act provides for the regulation of scheduled air-taxi or commuter-line type operations within the State of Montana. The act applies to all such operations within the State of Montana doing business on this basis of January 1, 1967. See column 3 for the complete text of House Bill No. 209.

## SENATE BILL NO. 126

INTRODUCED BY HAZELBAKER,  
HIBBARD, NEES, JAMES

A BILL FOR AN ACT ENTITLED: "AN ACT EMPOWERING THE STATE AERONAUTICS COMMISSION TO REQUIRE COMMERCIAL AIR OPERATORS TO PROCURE INSURANCE OR OTHER ADEQUATE PROTECTION AGAINST LIABILITY FOR THE PAYMENT OF DAMAGES FOR PERSONAL BODILY INJURIES, INCLUDING DEATH AND PROPERTY DAMAGE, AS A RESULT OF AN ACCIDENT."

Be It Enacted By the Legislative Assembly of the State of Montana:

Section 1. As used in this article "commercial air operator" means any person owning, controlling, operating or managing aircraft for any commercial purpose for compensation.

Section 2. As used in this article, "aircraft" means any contrivance used for navigation of, or flight in, the air.

Section 3. As used in this article, "person" means any individual, firm, partnership, private, municipal or public corporation, company, association, joint stock association, trustee, receiver, assignee, or other similar representative.

Section 4. The state aeronautics commission shall require every commercial air operator to procure, and continue in effect so long as the commercial air operator continues to offer his services for compensation,

adequate protection against liability imposed by law upon a commercial air operator for the payment of damages of personal bodily injuries, including death resulting therefrom, and property damage as a result of an accident.

Section 5. The commission shall, after a public hearing, set the amount of liability insurance, required by section 4, which is reasonably necessary to provide adequate compensation for damage incurred through an accident involving a commercial air operator.

Section 6. The protection required under section 4 shall be evidenced either by the deposit with the commission, covering each aircraft used or to be used in commercial operations for compensation of:

(a) A copy of the policy of insurance, issued by a company authorized to write such insurance in the state; or

(b) A bond of a surety company authorized to write surety bonds in the state.

(c) Such evidence of the qualification of the commercial air operator as a self-insurer as may be authorized by the commission.

Section 7. With the consent of the commission a copy of an insurance policy, certified by the company issuing it to be a true copy of the original policy, or a photostatic copy thereof, or an abstract of the provisions of the policy, or a certificate of insurance issued by the company issuing the policy, may be filed with the commission in lieu of the original or a duplicate or counterpart of the policy.

Section 8. The protection against liability shall be continued in effect so long as the commercial air operator continues to offer his services for compensation. The policy of insurance or surety bond shall not be cancelable on less than thirty (30) days written notice to the commission, except in the event of cessation of operations as a commercial air operator.

Section 9. The commission may establish such rules as are necessary to enforce this article.

Section 10. Any commercial air operator who knowingly refuses or fails to procure protection against liability, as required by section 4, within six (6) months from the effective date of this article shall be guilty of a misdemeanor, and each day during which said commercial air operator shall continue in such default shall constitute a separate offense.

Section 11. Notwithstanding the provisions of section 6, the commission shall have the authority to accept policies of insurance written by unauthorized insurers, provided that the policies of insurance shall meet the rules and regulations promulgated therefor by the commission.

## HOUSE BILL NO. 209

INTRODUCED BY NEWBY, ASPEVIG

A BILL FOR AN ACT ENTITLED: "AN ACT TO PROVIDE FOR THE CERTIFICATION AND REGULATION OF INTRASTATE AIR CARRIERS BY THE STATE AERONAUTICS COMMISSION."

Be it enacted by the Legislative Assembly of the State of Montana:

Section 1. (1) Unless the context otherwise requires, the definitions in Chapter 1 of Title 1, R.C.M., 1947, shall govern the construction of this act.

(2) As used in this act, "air carrier" means a person or corporation owning, controlling, operating, or managing aircraft as a scheduled common carrier of passengers or freight for compensation within this state.

(3) As used in this act, "commission" means the State Aeronautics Commission.

(4) The provisions of this act do not apply to common carriers of passengers or freight by aircraft who operate within this state pursuant to the provisions of a current certificate of public convenience and necessity issued by the federal government.

(5) This state recognizes the authority of the federal government to regulate and control safety factors in the operation of aircraft and the use of air space.

Section 2. (1) No air carrier shall operate aircraft except in accordance with the provisions of this act.

(2) The Commission may:  
(a) Supervise and regulate every air carrier in those matters affecting ticketing, flight reservations, passenger baggage, ad-



vertising, passenger convenience and comfort, and transportation of freight.

(b) After notice to all interested parties and the public, and after hearing, fix the rates, fares, charges, classifications, and rules of each such carrier.

(c) Regulate the accounts of each such carrier, and require the filing of annual and other reports and of other data by such carriers.

(d) By general order or otherwise, prescribe rules applicable to any and all air carriers. The commission, in the exercise of the jurisdiction conferred upon it by this act, may make orders and prescribe rules affecting air carriers, notwithstanding the provisions of any ordinance or permit of any town, city, county, or county, and in case of conflict between any such order or rule and any such ordinance or permit, the order or rule of the commission shall prevail.

(3) No air carrier shall engage in any operation in this state without first having obtained from the commission a certificate of public convenience and necessity authorizing such operation.

(4) An applicant shall submit his written verified application to the commission. The application shall be in such form, and contain such information and be accompanied by proof of service upon all air carriers with which the proposed service is likely to compete and such other interested parties as the commission requires.

In awarding certificates of public convenience and necessity pursuant to the foregoing subsection, the commission shall take into consideration, among other things, the business experience of the particular air carrier in the field of air operations, the financial stability of the carrier, the insurance coverage of the carrier, the type of aircraft which the carrier would employ, proposed routes and minimum schedules to be established, whether the carrier could economically give adequate service to the communities involved, the need for the service, and any other factors which may affect the public interest.

(5) Each application for a certificate of public convenience and necessity made under the provisions of this act shall be accompanied by a fee of one hundred fifty dollars (\$150).

The commission may, after notice to the interested parties and the public, and after hearing, issue the certificate as prayed for. The commission may, after like notice and hearing, refuse to issue the certificate. The commission may, after like notice and hearing, issue the certificate for the partial exercise only of the privilege sought. The commission may attach to the exercise of the rights granted by the certificate such terms and conditions as, in its judgment, the public convenience and necessity require.

(6) A fee of one hundred fifty dollars (\$150) shall be paid to the commission for filing each application to sell, mortgage, lease, assign, transfer, or otherwise encumber any certificate.

The commission may, after notice and hearing, approve the application or refuse to approve it, and may approve it under such terms and conditions as, in its judgment, the public convenience and necessity require.

(7) Notwithstanding any other provision in this act, the commission shall issue a certificate of public convenience and necessity to any air carrier actually operating in good faith and doing business as of January 1, 1967, without a hearing, if such carrier meets the conditions and requirements specified in this act, provided the application therefor shall have been filed with the commission on or before January 2, 1968. The commission may issue a temporary certificate of public convenience and necessity pending action on the application, and the air carrier may operate until its application is either granted or denied by the commission.

(8) Without the express approval of the commission, no certificate of public convenience and necessity issued to one air carrier under the provisions of this act shall be combined, united, or consolidated with another such certificate issued to or possessed by another such carrier, so as to permit through service between any point or points served by one carrier on the one hand, and any point or points served by another such carrier, on the other hand.

(9) Any one air carrier may with writ-

ten approval from the commission having been first obtained, and after notice to all interested parties and the public, and after hearing, establish through rates and joint rates, charges and classifications between any and all points served by it under any and all certificates of operative right issued to or possessed by it.

(10) The commission may at any time suspend the certificate of any air carrier for failure to comply with the insurance regulations established pursuant to subsection 12 of this section. For any other good cause, the commission may at any time upon notice to the holder of any certificate and opportunity to be heard, suspend, revoke, alter or amend any such certificate.

(11) When a complaint has been filed with the commission alleging that any aircraft is being operated without a certificate of public convenience and necessity, as required by this act, or when the commission has reason to believe that this act is being violated, the commission shall investigate such operations and may, after a hearing, make its order requiring the operator of the aircraft to cease and desist from any operation in violation of this act. The commission shall enforce compliance with such order under the powers vested in the commission by law, including, but not limited to, the provisions of Chapters 1 through 8 of Title 1 of R.C.M., 1947.

(12) The commission may, upon its motion, or upon application of any interested party, and after hearing, require any air carrier to procure and maintain insurance in such amounts and upon such terms as the commission may determine.

(13) The commission shall have the power to suspend and enforce the suspension of certificates of public convenience and necessity, issued by the commission, upon a finding of any agency of the federal government that an air carrier is operating in violation of any federal safety law or regulation.

(14) No air carrier shall discontinue operations to any point without authority of the commission, unless such operations are unprofitable. Unprofitable operations may be discontinued upon thirty (30) days' notice to the commission, and to such other persons as the commission may require, unless within such thirty-day (30) period the commission, after hearing, makes a finding that such operation is not unprofitable and orders its continuance.

(15) The district court shall have jurisdiction to enforce, by proper decree, injunction or order, the rates, classifications, rulings, orders, and regulations made or established by the commission. The proceeding therefor shall be by equitable action in the name of the state, and shall be instituted by the attorney general or county attorney, whenever advised by the commission that any air carrier is violating or refusing to comply with any rule, order, rate, classification, or regulation made by the commission and applicable to such air carrier. Such proceedings shall have precedence over all other business in such courts, except criminal business.

In any action the burden of proof shall rest upon the defendant, who must show by clear and satisfactory evidence that the rule, order, regulation, rate, or classification involved is unreasonable and unjust as to them. If, in such action, it be the decision of the court that the rule, regulation, order, rate, or classification is not unreasonable or unjust and that in refusing compliance therewith the air carrier is thereby failing or omitting the performances of any duty, debt, or obligation, the court shall decree a mandatory and perpetual injunction compelling obedience to and compliance with the rule, regulation, order, rate, or classification by the defendant, and its officers, agents, servants, and employees, and may grant such other relief as may be deemed just and proper. Any violation of such decree shall render the defendant and officer, agent, servant or servants, or employee of the defendant, who is in any manner instrumental in such violation, guilty of contempt, and shall be punishable by a fine not exceeding one thousand dollars (\$1,000) for each offense, or by imprisonment of the person guilty of contempt until he shall sufficiently purge himself therefrom, and such decree shall continue and remain in effect and be in force until the rule, regulation, order, rate, or classification shall be modified or vacated by the commission. An appeal shall lie to the supreme court from the

decree in such action, and the cause shall have precedence over all other civil actions of a different nature pending in the supreme court.

(16) Any air carrier may bring an action in the district court of the county where the principal office or place of business is situated, or in any county where any such classification, rate, toll, charge, regulation, or order of the commission is applicable, against the said commission as defendant, to determine whether or not any such classification, rate, toll, charge, regulation, or order made, fixed, or established by the commission under the provisions of this act is just and reasonable; provided, that until the final decision in any such action the classification, rate, toll, charge, regulation, or order of the commission affecting rates or charges shall be deemed to be final and conclusive; and provided further that in any action, hearing, or proceeding in any court, the classification, rate, tolls, charges, regulations, and orders made, fixed, and established by said commission shall prima facie be deemed to be just, reasonable, and proper. All costs and expenses incurred in the hearing, trial, or appeal of any action brought under this section shall be fixed and assessed as to the court may seem just and equitable.

(17) Appeals may be taken to the supreme court from the judgment of any district court in any action brought under the provisions of this act; such appeals shall have precedence over all other business, except criminal business and original proceedings in such court, and shall be heard and determined as are appeals in civil actions.

(18) Those aircraft operators who carry passengers for hire that are commonly known as taxi or charter operators who operate on an occasional or contract basis and do not operate as common carriers between terminal points, including intermediate points, if any, are excluded from the provisions of this act.

Section 3. Notice as required by Section 2 of this act shall be given by publication once a week for three (3) successive weeks in a newspaper of general circulation in the County in which the hearing is to be held.

## LEWISTOWN TO HOLD PILOT REFRESHER COURSE

**WHAT:** PILOT REFRESHER  
COURSE—emphasis on Altitude instrument and radio navigation.

**WHERE:** LEWISTOWN, MONTANA—Skycraft, Inc.

**WHEN:** APRIL 10, 11, 12.

**WHO:** MONTANA PILOTS—interested in obtaining further knowledge—becoming more proficient.

The course may be taken in pilots own aircraft or aircraft provided in package plan.

Facility arrangements have been made through the Yogo Inn—package price available.

Activities during the 3 days are planned for all wives accompanying husbands.

**COURSE MUST BE LIMITED TO 15:**

**IF INTERESTED CONTACT:**

WILLY RIMBLY For Details (As soon as possible.)

SKYCRAFT, INC., P. O. BOX 614  
LEWISTOWN, Phone 538-5457.



## AIRPORT NOTES



By James H. Monger,  
Assistant Director, Airports

**Bozeman.** The Gallatin Field Board has called a joint meeting for March 21st at which time discussion will be held on runway length and strength. In attendance at this particular meeting will be representatives from the City of Bozeman, Gallatin County, Gallatin Field Board, Morrison-Maierle, Consulting Engineers, State Aeronautics Commission, the Federal Aviation Agency, Northwest and Frontier Airlines. Bozeman is concerned with extending their main runway to accommodate the 727 jet aircraft.

**Gardiner.** A meeting was held in Gardiner on February 2nd, future expansion plans for the Gardiner airport was the main topic of discussion. In attendance were representatives from the Gardiner Chamber of Commerce, the City/County Airport Board, the Aeronautics Commission, the Montana Highway Commission and the Bureau of Public Roads. The Aeronautics Commission requested that the new highway serving Gardiner be slightly relocated to the north where it passes the airport, thereby allowing re-alignment of the runway and the possibility of obtaining a runway 4,500 feet in length. The Aeronautics proposal is now being studied by all agencies concerned.

**Philipsburg.** Land negotiations are now being finalized on the proposed site for a General Aviation Utility airport near Philipsburg. It is hoped that this project can be completed by mid-summer.

**Wisdom.** The Beaverhead County Commissioners have expressed an interest in paving the runway at Wisdom. This airport is used primarily for recreation, ranching, and occasionally it is used for emergency purposes. A final determination has not yet been reached on the Wisdom proposal.

**Benchmark.** The United States Forest Service-sponsored airport at Benchmark, approximately 30 miles west of Augusta, will be publicly dedicated on July 23rd. Pilots wishing to fly in the night before will find camping facilities available. The dedication

date was set back in order to allow the Forest Service time to complete the three separate campsites. This airport was constructed primarily for Forest Patrol and Administration uses, along with recreational usage. It is a VFR-type airport with a paved runway 100 feet wide by 6,000 feet in length.

**Rudyard.** A flight check was conducted at Rudyard on February 28th. It is planned that the City/County Airport Board would sponsor a General Aviation Utility airport for Rudyard providing it can be located immediately adjacent to the town. A detailed report will be given once the site investigation has been completed.

**Hospital Heliports.** Recently the Engineering Department of the Airport Division has conducted site investigations for heliports at Deer Lodge, Boulder, Galen, Warm Springs, Kalispell, Columbia Falls, and Helena. Other preliminary studies will be made early this spring, and actual construction will probably be completed this summer on a few locations.



## CALENDAR

**March 8, Helena, Montana—** Montana Aeronautics Commission monthly meeting.

**March 13, Washington D.C.—** National Aviation Trades Association Board of Directors meeting.

**March 19, Great Falls, O'Haire Manor—**Registration for Flight Instructors Refresher Course will commence 3:00 P.M.

**March 20-27, Great Falls—**Flight Instructors Refresher Course.

**March 21, Bozeman —** Runway design meeting sponsored by the Gallatin Field Airport Board. 1:00 P.M. at the Baxter Hotel.

**March 21 & 22, Washington, D.C.—** National Association of State Aviation Officials spring conference and board meeting.

**March 27, Great Falls —** Award/Appreciation Banquet for Flight Instructors Refresher Course.

**April 10, 11, 12, Lewistown—**Pilot Refresher Course.

**April 14, Missoula—**Montana Airport Management Association Annual Meeting. Held at the Florence Hotel.

**April 24—Great Falls—**Great Falls Tower Opening Date.

**April 27—30, Las Vegas, International Airport—**Exposition of Flight and General Aviation Conference.

**April 29-30, Roundup —** Montana Flying Farmers spring meeting.

**May 6-7, Havre—**Montana Pilots Association Convention.

**May 6-7, Bakersfield, Calif.—**International Championship Stock Plane Air Races will be held at Schafter Airport (Minter Field).

**May 20-24, Louisville, Kentucky —** 40th Annual Business Meeting and Conference, American Association of Airport Executives. Headquarters: Hotel Kentucky.

**May 21-27, Miami Springs, Florida —**"Angel Derby" sponsored by the Florida Women Pilots Association and Metropolitan Miami/Dade County, Fla. Send Entries Now: For information write: Virginia Britt, General Chairman, 4332 S. W. 6 Street, Apt. 209, Fort Lauderdale, Florida 33314.

**June 12-30, Dillon—**Western Montana College, Aviation Education Workshop.

**June 14—July 3, Havre—**Northern Montana College, Aviation Education Workshop.

**June 19—July 7, Billings—**Eastern Montana College, Aviation Education Workshop.

**June 19—July 19, Bozeman—**Montana State College, "Leadership" Workshop.

**June 26—July 19, Bozeman—**Montana State University, Aviation Education Workshop.

**July 22 & 23, Benchmark Airport—**Dedication. Fly In and over-night camp out.

## STATISTICS

Will your first accident be your last day alive?

|       |
|-------|
| 61/37 |
| 65/22 |
| 78/18 |
| 5/0   |

|                      | Accident<br>Total | Fatalities |
|----------------------|-------------------|------------|
| 1964 Total           | 61                | 37         |
| 1965 Total           | 65                | 22         |
| 1966 Total           | 78                | 18         |
| 1967 As of this date | 5                 | 0          |



## NEW FAA CONTROL TOWER AT INTERNATIONAL NEARS COMPLETION

Control functions at the new air traffic control tower at Great Falls' International Airport are expected to commence the latter part of April, 1967. Construction of the tower was started in August of 1965 and McLaughlin, Inc., of Great Falls was the General Contractor.

The cost of the project was \$750,000, including installation of equipment. The tower is a standard FAA five-sided structure—the cab is approximately 100 feet above the ground and the floor space is approximately 350 square feet. The ground floor of the building houses the chief controller's office, a ready room, training room, maintenance chief's office and a maintenance shop. The building is constructed so that additional space may be added as required by future needs.

## CONGRATULATIONS



## CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

### STUDENTS

Tilton, Raymond L.—Helena  
McLellan, Richard S.—Conrad  
Bradford, Michael J.—Helena  
Cook, Bobby G.—Cut Bank  
Bright, Leslie E.—Helena  
Hillman, Richard H.—Fairview  
Manion, Michael G.—Kalispell  
Doyle, Michael J.—Dillon  
Forney, William D.—Great Falls  
Smith, Lewis L.—Great Falls  
Kelpien, Gary D.—Malmstrom A.F.B.  
Jones, William G.—Great Falls  
Johnson, James R.—Great Falls  
English, Bert R.—Great Falls  
Cain, John H.—Great Falls  
Burchfield, Glen—Conrad  
Banks, John W.—Peekskill, N.Y.  
Hancock, Gary G.—Butte  
Bergen, Richard V.—Kalispell  
Hensley, Thomas H.—Toston  
Sorenson, Margie N.—Bozeman  
VanBeek, Archie D.—Helena  
Ritter, Robert L.—Havre  
Johnson, George W.—Ola, Kansas



New F. A. A. Tower at International, Great Falls

Wanken, Francis E.—Chester  
Miller, Richard J.—Kalispell  
Manicke, Edwin L.—Cut Bank  
Croskry, Robert F.—Bigfork  
Stanfill, Perry J.—Toston  
Senden, Robert H.—Bozeman  
Klos, Larry C.—Plevna  
Hodge, Daniel F.—Butte  
Hetrick, Douglas—Whitefish  
Decker, Daniel R.—Palestine, Ill.  
Autio, Arnie R.—Missoula  
Matchett, Larry E.—Missoula  
Jermunson, Carter P.—Brady  
Kamerad, Doris M.—Helena  
Moriarity, Mary S.—Butte  
Selway, Jack M.—Missoula  
Wagner, Neil C.—Wagner  
Anderson, Donald L.—Great Falls  
Deck, Earl D.—Great Falls  
Lynch, Mary E.—North Fork, Idaho  
Forte, Darald D.—Fosston, Minn.  
Case, Clinton H.—Missoula  
Christman, Merrill H.—Missoula  
Anderson, Paul H.—Spokane, Wash.  
Clarkson, Arthur W. Jr.—Helena  
Link, Lonnie Z.—Malta  
Ogan, Davey E.—Cardwell  
Evans, Michael F.—Bozeman  
Sevalstad, Nels, Jr.—Wise River  
Mayer, John A.—Inverness  
Cocanougher, William M.—Dillon  
Meyers, Philip E.—Inverness  
Overton, Edward C.—Sweetgrass  
Rigby, John W.—Salmon, Idaho  
Hammond, Joyce E.—Salmon, Idaho  
Tatton, Hyrum W.—Missoula  
Danker, Rosemary J.—Hamilton  
Redman, Doris A.—Sidney  
Redman, John R.—Sidney  
Stokke, Henry A.—Plentywood  
Kautz, Eugene H.—Ballantine  
Smith, Janice D.—Laurel

Hungerford, Donald W.—Rapelje  
Reitz, Casper C.—Billings  
Lareva, Leland L.—Billings  
Foster, John K.—Sheridan, Wyo.  
McLean, Barbara, A.—Sheridan, Wyo.  
Mitchell, Parke R.—Broadus  
Jones, Roy C.—Lewistown  
Keil, William D.—Powderville  
Cowden, James L.—Billings  
Buck, Howard D.—Billings  
Rice, Alden F.—Sand Springs  
Henning, Francis L.—Jordan  
Jones, Keith M.—Billings  
Van Der Hagen, Harry R.—Lewistown  
Gilbert, Dean A.—Lewistown  
Cowan, Ronald G.—Billings  
Oglesby, Garry J.—Peerless  
Devine, James H. II—Glasgow  
Schwartz, Margaretta J.—Sheridan, Wyo.  
Rohrer, Richard L.—Fort Shaw  
Trester, Boyd H.—Sentinel Butte, N.D.  
Graff, Oran C.—Scobey  
Abercrombie, Robert C.—Glendive  
Long, Orval L.—Lewistown  
Bell, Tennial M.—Glasgow  
Shore, Erle M.—Billings  
Heller, H. LeRoy—Lewistown  
Bareman, Robert W.—Lewistown  
Dvarishkia, Patrick E.—Meeteetse, Wyo.  
Ball, Raymond J., Jr.—Glasgow  
Rodriguez, Paul, Jr.—Powell, Wyo.  
Nance, Jay T.—Billings  
Sene, Marlin V.—Sheridan, Wyo.  
Bertos, Cleston A.—Lewistown  
Yaeger, Gary W.—Lewistown  
Tindall, Francis M.—Lewistown  
Garber, Orr W.—Big Horn, Wyo.  
Patterson, Marla K.—Billings  
Walikonis, James L.—Reserve



## PRIVATES

Yaeger, Harold F.—Kalispell  
 Parker, John S.—Great Falls  
 Wing, David A.—Belgrade  
 Elliott, Henry E.—Dillon  
 Freese, Alice M.—Missoula  
 Betts, Richard S.—Missoula  
 LeDeau, Gary A.—Missoula  
 Rogers, Julian W.—Bozeman  
 Gordon, J. Oliver—Butte  
 Toy, Kenneth N.—Maxville  
 Olson, Clarence H.—Harlem  
 Toavs, Dwight V.—Wolf Point  
 Dundas, Gene L.—Lolo  
 Hawkins, Thomas T.—Missoula  
 Engstrom, Robert P.—Plentywood  
 Rieker, Gerald D.—Scobey  
 Greenwood, Thomas C.—Luling, Tex.  
 Siverson, Ronald A.—Otis Orchards, Wash.  
 McKinney, Michael W.—Minneapolis, Minn.  
 Werning, James D.—Elgin, Nebr.  
 MacLean, Richard H.—Sheridan, Wyo.  
 Buchholz, Adolph—Billings  
 Dupay, William L., Jr.—Billings  
 Salsbury, Loran B.—Billings  
 Utz, Edward S.—Billings  
 Shipley, Lloyd G.—Worland, Wyo.  
 Carmine, Sandra L.—Sheridan, Wyo.  
 Zeiler, Larry K.—Billings  
 Koski, Jerry E.—Hinsdale  
 Hassler, Frederick C.—Lewistown  
 Norma A. Ostrom—Kalispell

## ADVANCED AND SPECIALIZED COMMERCIAL

Christoffersen, Bud—Great Falls  
 Baarson, Gary R.—Great Falls  
 Sills, Ronald D.—Grand Junction, Colo.  
 Goetz, Larry G.—Grand Junction, Colo.  
 Bornheim, Edwin A.—Billings  
 Bingham, Vincent P.—Richland  
 Garber, Richard S.—Big Horn, Wyo.  
 Smith, Lyle F.—Lewistown  
 Guilford, Wallace S.—Orland, Calif.  
 Matheson, Arthur J.—Great Falls

## BLUE SEAL

Stradley, Roger I.—Belgrade

## INSTRUMENT

Curran, William F.—Missoula  
 Bossee, Gerard J.—Winslow, Maine  
 Fisher, Herbert B.—Manhattan  
 Byre, James J.—Pittsburgh, Pa.  
 Goetz, Larry G.—Grand Junction, Colo.  
 Robinson, John W.—Missoula  
 Craig, Robert R.—Billings  
 Lippincott, George T.—Thermopolis, Wyo.  
 Thomsen, Clifford V.—Culbertson  
 Jones, Warren, B.—Harlowton

Guilford, Wallace S.—Orland, Calif.  
 Miller, David R.—Glasgow  
 Russell, Clifford L.—Cody, Wyo.

## MULTI ENGINE

Anderson, Rodney E.—Bozeman  
 Fowell, Michael R.—Belgrade  
 McNees, Kenneth E.—Billings  
 Nelson, Roger A.—Glasgow  
 Cadwell, Philip C.—Red Lodge  
 Hayes, Norman J.—Cody, Wyo.  
 Russell, Clifford L.—Cody, Wyo.  
 Currie, James M.—Big Horn, Wyo.

## FLIGHT INSTRUCTOR

Goetz, Larry G.—Grand Junction, Colo.  
 Jacobson, John S.—West Pittston, Pa.  
 Byrne, James J.—Pittsburgh, Pa.  
 Steadman, Gene B.—Broadus

## FLIGHT INSTRUCTOR INSTRUMENT

Fisher, Herbert B.—Manhattan  
 Goetz, Larry G.—Grand Junction, Colo.  
 Byrne, James J.—Pittsburgh, Pa.  
 Jacobson, John S.—West Pittston, Pa.

## GROUND INSTRUCTOR

Anderson, Robert W.—North Branch, Minn.  
 Magill, Pearl J.—Glasgow  
 Turner, Wayne Carl—Great Falls

## GROUND INSTRUCTOR AND GROUND INSTRUCTOR INSTRUMENT

Petersen, Frederick G.—Spokane, Wash.  
 Spain, Larry W.—Billings  
 Siverson, Ronald A.—Otis Orchards, Wash.  
 Goetz, Larry G.—Grand Junction, Colo.  
 Grosswiler, James A.—Kalispell  
 Hightower, John L.—Billings

## FI GOLD SEAL

Anderson, Allan S.—Big Horn, Wyo.

## HELICOPTER

McNees, Kenneth E.—Billings

## AIRFRAME MECHANIC

Hillner, Perry W.—Billings

## Food For Thought

It can be said, without fear of contradiction, that something is badly wrong when people are so thoroughly absorbed in making a living that they have completely forgotten how to make a life.

## FAIRVIEW TO BUILD MUNICIPAL AIR FIELD

(The following is a partial reprint of an article which appeared in the Sidney Herald, Vonnice Mattson Editor.)

With all systems "go"—construction on the proposed municipal air field of Fairview will begin in the spring.

Lloyd Larson, spokesman for Fairview, met with the Richland county commissioners and the airport commission recently to explain the air field to the officials. From that meeting the commissioners tentatively gave the go ahead for spring construction.

The field will be built and equipped by the Montana Aeronautics Commission. That group will buy the land, clear the titles, construct the field and equip it. After this, Richland Co. will pay \$528.08 per year for a period of ten years for the airfield. At the end of the ten-year period the Fairview air field will become the property of Richland county. The \$528.08 will come from the county airport budget that is now used exclusively for the major county field in Sidney. Total construction and equipment of the turf field is estimated at \$25,000. This figure may vary a few hundred dollars either way, depending on the area where the field is built.

In explaining the field, Larson said this will be the same type of landing field which has been built in Richey, Broadus and other small active flying communities in Montana.

The field will be constructed on a gravel and sod base and planted with a short growing grass. It will be at least 3,000 feet long and 100 feet wide.

## FEDERAL AVIATION AGENCY ITINERARY LISTING

| Airport     | Mar. |
|-------------|------|
| Culbertson  | 8    |
| Glasgow     | 22   |
| Glendive    | 9    |
| Great Falls | 23   |
| Lewistown   | 23   |
| Miles City  | 23   |
| Missoula    | 23   |
| Sidney      | 23   |

Note: Provisions have been made to give Private, Commercial/airplane and Flight Instructor/airplane and Instrument written Examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations.

|          |            |
|----------|------------|
| Bozeman  | Lewistown  |
| Butte    | Livingston |
| Cut Bank | Miles City |
| Dillon   | Missoula   |

Each year it takes less time to fly around the world and more time to drive to work.



## BOB SIMPSON NAMED FAA EXAMINER

Robert C. "Bob" Simpson was designated a Federal Aviation Agency Pilot Flight Examiner in January, 1967, by Fritz Lueneburg, Supervising Inspector for the GADO in Billings. Bob is employed by Skycraft, Inc. in Lewistown and at 25 is the youngest examiner in the state. In addition, Bob is the first to qualify as an examiner in the Lewistown area.



**Bob Simpson, New F. A. A. Pilot Examiner.**

Bob began his flying career shortly after high school graduation in 1959 and since that time has compiled a total of 3,000 hours fixed wing time and 300 hours in helicopter. He has obtained, in addition to his Commercial license, the following ratings: Instrument, flight instructor, instrument flight instructor, multi-engine and helicopter. At the present time he is working toward his airframe and power plant license.

Bob attended the Montana Aeronautics Commission's Flight Instructor Refresher Course in 1963 and participated as Flight Line Instructor on the 1966 course. At the present time he is the Alternate Search and Rescue Coordinator for District 6.

Bob has spent the past four years employed in Montana commercial aviation, including spraying operations and in addition, has flown fire patrol for the United States Forest Service and helicopters for the Bureau of Land Management.

Bob was named Montana's Junior Pilot of the Year by the Montana Pilot Association in 1966.

The Simpsons and their two small sons reside at 911 Eighth Avenue in Lewistown.

## FAA INSPECTORS' CORNER



**By A. A. Kurth  
PRINCIPAL OPERATIONS  
INSPECTOR  
GADO 9, Helena**

The judgment factor is vital to your survival as a pilot. It is particularly discouraging for us to participate in a fatal accident investigation where a pilot failed to exercise even reasonable judgment, overstepped his limitations or the limitations of his equipment and caused his own demise and the death of his passengers. Nearly every fatal accident where weather was involved, would not have occurred if the pilot had properly evaluated the situation. In some instances he should have delayed his departure, even to the point of remaining overnight.

In the past, our general aviation aircraft operated at speeds from 75 to 120 M.P.H. with three to four hours fuel endurance or a cross-country range of from 200 to 400 miles. In addition, we were not confronted with tall TV towers and the multitude of radio and tall power transmission lines. Under these conditions we were often able to safely operate in a low ceiling and visibility environment because we were flying a slow aircraft which gave us time to see and avoid these obstructions to air navigation. In those good old days, a 300 to 400 mile cross-country flight usually took a whole day. Most of the time, the entire flight was completed in good VFR conditions and we could usually depend upon the weather at our destination as it was forecast.

Now consider the present. Today we have general aviation aircraft with operating range capabilities of 1000 to 1500 miles, speeds of 200 M.P.H., and altitude capability to 24,000 feet.

In the good old days, we rarely ventured out and climbed up on top of the overcast. Today we have all this wonderful high performance at our finger tips but Brother Pilot, **HAVE WE PREPARED OURSELVES, proficiency wise to safely utilize this high performance?**

The Federal Aviation Agency provides all manner of precision navigational aids in order that we may utilize the performance capability con-

tained in our aircraft. We have VOR, ILS, surveillance and precision radar, DME, transponders, weather radar, weather bureaus, flight service stations, trained DF steer operators, VFR flight plan service, VFR flight plan following service, instrument flight planning, aircraft altitude and distance separation, control towers with approach and departure control, all of which remain deep, dark mysteries until we recognize how to use them through continued training in the attempt to learn and perfect good safe pilot technique and sound judgment.

We hope that we have provided you with good reading so far. But what we are really trying to impress upon you (and this is most vital to staying alive as a pilot), is that these facilities are a service which is available to you, and in a bonafide emergency, these facilities increase your chances of staying alive. The VFR pilot, with his limited instrument, or basic instrument experience, is not qualified to use many of these facilities and should understand that they are at his service only in a real emergency. A non-instrument rated pilot should never engage in extended over-the-top operation. The VFR pilot should never fly on top of any cloud formation other than scattered or widely broken clouds.

Our Canadian neighbors may be a step ahead of us in recognizing the hazards of a non-instrument pilot engaging in over-the-top operation of aircraft, because in Canada, on-top operation is not permitted unless the flight is being conducted under instrument flight rules. This means that the pilot and his aircraft must be instrument-rated and equipped as required by the instrument flight rules.

We have mentioned the bonafide emergency, now let us analyze this emergency. Safety regulations require that pilots PLAN flight operations. If you, as a pilot, have availed yourself of all the information necessary to the flight such as current weather, terminal forecasts, area forecasts, pilot reports, NOTAMS, made sure of your fuel and equipment, you then may reasonably assume that a cross-country flight can be conducted safely. Under these circumstances, if you are forced to deviate, or become entrapped by in-between station unreported weather, you then have a bonafide emergency and by all means do not hesitate to contact the nearest FAA facility. State your problem and request assistance. On the other hand,



if you do not check your weather, or in checking your weather decide to fly on top to your proposed destination and then make use of these available facilities to let down through the overcast, **you** have created the emergency.

Remember, Mr. VFR Pilot, when you lose visual reference with the ground, the human body structure is subjected to various forces not normally experienced on the ground. False interpretation (illusions) result, which may cause vertigo, giving a false impression of the aircraft attitude. This, coupled with lack of knowledge of radio operation and communication technique, inevitably results in the graveyard spiral and another pilot's name is logged as a statistic. In the last month of 1966, one Montana pilot paid the supreme penalty for venturing on top of the overcast.

## *Letters to the Director*

From Department of National  
Revenue Customs and Excise  
To:

Dear Sir:

You are advised that, effective April 1st, 1967 all aircraft landing on the Ross International Airstrip at Coutts-Sweetgrass which are subject to Canadian Customs inspection will be required to pay a \$2.00 minimum transportation charge for officers meeting the craft on the airstrip. An official receipt will be issued at the time of inspection and release of the aircraft.

Inasmuch as all Inward flights fall into this category, it would be appreciated if you would notify any Flying Clubs or similar organizations whose members use this airstrip.

It is to be understood that plans on an Outward flight having goods for export on board or covered by a permit requiring verification of departures, must also report to Canadian Customs. Accordingly, such planes will also be subject to the charge.

Yours truly,  
J. R. Ihme  
Collector of Customs  
and Excise.

We are printing only a few of the interesting letters received from the students of Darby High School—Hamilton, Montana, following flights of the Earth Science Class held on February 1. (Although space available allows only a few sample letters to be printed, all letters were deeply

appreciated).

Montana Aeronautics Commission  
Helena, Montana

Dear Sirs:

I think that this trip has given me a lot better picture and understanding of our surrounding area. I was especially fascinated by the glacial formations.

I had already been to most of these places on hikes and hunting trips, and I had somewhat different pictures of the landscape.

I also feel that this class did profit by the airplane trip.

Thank you.

Sincerely,  
Ken Whitlow

Montana Aeronautics Commission  
Helena, Montana

Dear Sirs:

I was pleased very much by our flying fieldtrip. I enjoyed the feeling I received while up in the air.

I also enjoyed seeing the mountains and valley from a birdseye-view.

I thought it was extremely nice of you gentlemen to sponsor such an activity and I feel it helped the class understand more fully the works and forces of nature.

We all enjoyed it very much.

Thank you.

Sincerely,  
Daryl Cooper  
Freshman Class

Montana Aeronautics Commission  
Helena, Montana

Dear Sirs:

Thank you so much for the wonderful airplane ride on February 1, 1967. It was an experience I will never forget as it was my first time up in an airplane.

The thing I enjoyed most was seeing the Sleeping Child Burn from the air. I never realized it was so big.

Sincerely yours,  
Helen Hannon

Montana Aeronautics Commission  
Helena, Montana

Dear Sirs:

I would like to thank you for allowing us to go on our plane ride. I was greatly surprised by the extent of farming near Corvallis and Stevensville. I enjoyed it very much and I hope I get to fly again.

The glaciated valleys are what interested me most. I also noticed that the Bitterroot River had quite a few channels in different places.

I greatly appreciated your allowing us to go.

Sincerely yours,  
Joanne DuVall

Montana Aeronautics Commission  
Helena, Montana

Dear Sirs:

I think that this trip has given me a lot better picture of our surrounding area. I was especially fascinated by the glacial formations such as cirques, aretes, and morains.

I had been to most of these places hunting or on hikes, and they seemed different than they looked from the air.

We, the Earth Science class, feel that this trip was a very good idea and we really appreciated it.

Thank you,  
Tom Thorn

## **A CASE IN POINT**

**By Charles A. Smith,  
Commission Attorney**

**"CRASH OF PRIVATE AIRPLANE  
ON BUSINESS ENTERTAINMENT  
TRIP—PILOT NEGLIGENCE—LIA-  
BILITY OF PILOT'S EMPLOYER"**

A pilot and three of his passengers met their death in a crash of a privately owned airplane several years ago. There were no witnesses who saw the actual crash. The four had taken a trip to a nearby city, and were returning to their home airport on a dark night when the accident in question occurred.

The pilot was a salesman and was on a business entertainment trip with the three passengers on the day in question. The wife of one of the deceased passengers filed suit against the deceased pilot's employer in a Federal District Court to recover damages for the death of her husband.

The Trial Court found that there was sufficient evidence that the deceased pilot had informed his employer of his intention to take the prospective customers on the ill-fated trip and that the defendant employer authorized the trip by permitting the pilot to use his plane for the journey.

Having decided that the defendant had authorized the airplane trip in question, the next matter for the court to consider was the question of causation. At the time of the crash the weather was clear and the temperature was 64 degrees. There was negligible wind, but the night was dark. The runway lights and contact lights of the field were lighted. The pilot had no night time or instrument



training. The evidence indicated that the engine was performing satisfactorily while the plane was in contact with the tower. Furthermore, the official Government report of the accident indicated that it could be ascertained that there was no aircraft or engine malfunction. Also, the same report said the aircraft struck the earth at a fairly steep angle with the left wing low. The report concluded that the pilot lost control at about the time the plane was turning to base leg.

What did cause the accident? A reasonable thing for the court to conclude under the circumstances was that the accident occurred from a human failure of the pilot. This human failure would admit of two possibilities:

(I) The pilot was negligent at the moment in question; that is, he didn't do the best he knew how.

(II) The pilot may have done the best he knew how at the time but because of lack of knowledge through training, he failed himself, and consequently the plane, badly.

The official reports and the experts who testified in this case pointed to the latter suggestion. Particularly, the experts said, "All we know is that the facts indicated that, because of lack of night time flying experience and instruction, the pilot, on his turn to base leg, became confused and lost the horizon, or more correctly stated for the dark night in question, lost his sense of where the horizon ought to be if there had been one, and so the crash resulted."

The court further found that the decedent was a business invitee. As such, in the absence of knowledge to the contrary he was entitled to assume that the invitor had the requisite knowledge and skill to operate whatever ordinary conveyance the invitor proposes to drive, guide or pilot.

In view of the foregoing, the court found that the crash was caused by the pilot's lack of night time flying experience, which, in this case, constituted negligence. Therefore, since the trip was impliedly authorized by the defendant employer for the entertainment of business customers, and since the pilot was an employee of the defendant, the defendant was held liable for damages for the death of one such customer in the amount of \$75,000.

A jet ride from Seattle to Spokane these days last only forty minutes—just time enough for breakfast.

## INDUSTRIAL SCHOOL TO HAVE CAP SQUADRON



Col. Jack Harper, (seated right), Helena Montana Wing Commander, CAP; shown with Glenn Gibson, far left, director of recreation for the school and new Commander for the squadron; and, center, Don T. Holladay, superintendent of the school.

The Montana Civil Air Patrol is in the process of forming a Beaver Cadet Squadron for the Miles City Industrial School for Boys—a first of its kind in Montana and possibly for the nation. The charter for the new squadron was issued after months of serious study and approximately 70 to 80 boys are being considered as selectees. The boys being considered are all members of the Honor Cottages and well on their way to rehabilitation. Some of the probable selectee cadets are presently working on the required background courses with the assistance of the schools' staff members.

Colonel Jack Harper, Montana Wing Commander; Glenn Gibson, director of recreation for the Industrial School and commander for the new squadron; and Don T. Holladay, superintendent of the school, met recently in Helena to discuss uniforms, equipment, organization, study aids and screening techniques. Mr. Ted Huber, Clinical services was named Information Officer for the new squadron.

All members of the Civil Air Patrol will be watching this experimental squadron with extreme interest as the possible formation of similar groups throughout the United States will depend largely on the success of Montana's Beaver Cadet Squadron.

Highly educated women make excellent wives. They may not be able to cook, but they have better vocabularies for explaining why dinner is late.

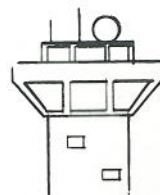
## OIL BURNER/SLEDGE HAMMER

The route depicted on page 12 is the Sledge Hammer RBS Express Oil Burner Route which will be in effect from April 3, 1967 through September 23, 1967.

Listed are the airports, airport altitudes, Sledge Hammer route altitudes, and the height above ground level of the aircraft as they pass over or near the Montana airfields.

"Look out" and check the Airmens Information Manual for the hours of operation on this route.

|               | Apt.<br>Alt. | Route<br>Alt. | Terrain<br>Clearance |
|---------------|--------------|---------------|----------------------|
| Chester ..... | 3,167        | 23,000        |                      |
| Chinook ..... | 2,410        | 4,500         | 2,090                |
| Circle .....  | 2,424        | 4,500         | 2,076                |
| Harlem .....  | 2,560        | 4,500         | 1,940                |
| Jordan .....  | 2,637        | 4,500         | 1,863                |
| Malta .....   | 2,280        | 8,000         | 5,720                |
| Terry .....   | 2,260        | 4,600         | 2,340                |



## TOWER OPERATIONS

|                   | FEBRUARY<br>Total<br>Operations | Instrument<br>Operations |
|-------------------|---------------------------------|--------------------------|
| Billings .....    | 10,743                          | 1,160                    |
| Great Falls ..... | 7,450                           | 618                      |
| Missoula .....    | 7,445                           | 278                      |
| Helena .....      | 3,994                           | 201                      |



## J. CROUSE NEW INSPECTOR FOR BILLINGS GADO

James R. Crouse assumed his new duties as General Aviation Maintenance Inspector in the General Aviation District Office No. 1 on January 23, 1967. Jim was born and attended school in Pennsylvania, attended the University of Oklahoma and served with the United States Army Air Corps as a tail gunner on the B24s and B29s.

Jim has a very complete background in aviation maintenance having been employed at the Opa Locka aircraft engine station in Florida as shop foreman overhauling aircraft engines; employed approximately seven years by American Airlines in Washington, D.C. as senior mechanic and inspector on a wide variety of aircraft; four years by Rossen Aviation in Falls Church, Virginia, and in addition he has attend a number of specialized factory schools.

Jim joined the Federal Aviation Agency in 1958 at the Aeronautical Center in Oklahoma City and in 1963 he was transferred to Fargo, North Dakota.



**New maintenance inspector at Billings, Jim Crouse.**

Jim has been active in the toastmasters club, is a member of the Elks and American Legion and lists his hobbies as hunting, fishing and golf.

Jim, wife Naomi and four children reside at 2424 Elizabeth Street in Billings.

**NEW LOOK**—Lots of people are asking for employees who are non-drinkers. This indicates to us how serious the water shortage has become.

## AVIATION EDUCATION HIGHLIGHTS



**By C. R. "Ron" Adams  
Supervisor of Aviation Education**

### TEACHER'S LEADERSHIP WORKSHOP—1967

The 1967 summer session at Montana State University will feature two workshops. One is the Basic Workshop and the second is the Leadership Workshop. The latter is an advanced workshop when compared to the basic workshop program, and is my topic for discussion in this issue. The Leadership Workshop will be in session from June 19 to July 19, during the afternoon hours. This is not a new program, but actually an expansion of previous workshops. An advanced workshop was introduced two years ago for secondary math and/or science teachers. These were teachers who were teaching or were planning to teach a course in aviation science at the high school level. The subject areas of the previous two workshops were aimed at preparing the student to pass the F. A. A. Ground Instructor written examination.

Since becoming the Supervisor of Aviation Education, I have observed this workshop in operation, talked with those involved, both from the student side and the instructor. From these conferences and observations, a revised and expanded workshop has been designed, one which will provide the enrollee with a broader knowledge, yet a more detailed coverage of the subject areas. We have also expanded the criteria for selection of teachers eligible to attend. Instead of only secondary math and/or science teachers, we will be accepting other secondary teachers as well as teachers at the elementary level. Of course, we still have requirements that must be met for admission, as this is a more elite workshop so to speak.

The Leadership Workshop has as its primary goal the job of training teachers and giving them sufficient background to teach an aviation science course at the secondary level. Naturally, a teacher with a math or science background would be ideal for this.

Teaching this type of a subject involves a great deal of physical sciences and mathematics.

However, the response from teachers in this subject area has been inadequate. Maybe this is due to the lack of information about the subject area. Perhaps it is due to a lack of interest in the subject area. There are many other reasons why the response to this workshop has been poor, and these are not really pertinent. What is important is the lack of teachers participating in this program.

The point I want to make is: We must have the desire to have this course within the school. I am sure we could find at least one teacher in a school system who is interested in aviation science and believes it should be taught in high school. But this teacher may not be the math or science teacher, so he was excluded from our program. We want this motivated individual to have this training and experience.

Let's face the facts, to get an aviation science class in a high school's curriculum takes a tremendous amount of effort by an interested individual. Often times we are unable to meet with schools on this matter, because of previous commitments. A teacher who has attended this Leadership Workshop can be this office's ambassador for aviation science.

Realistically, it all boils down to this. The more people we can expose to this type of a workshop, the more people we will have telling and explaining our program to the public as well as the schools.

The ground instructor course will be the basis for this workshop as in the past but there will be more detailed study of the subjects. Field trips have been scheduled so that the workshopppers can see first hand, operations they have been studying. Flight instruction is also included in this workshop for the purpose of gaining some practical experience in principles of flight, flight maneuvers and aerodynamics.

Our 1967 Leadership Workshop has a new innovation that will be started this year. The basic workshop will be in session on the M. S. U. campus while the advanced workshop is in session. This was done to provide a laboratory situation for the advanced workshopppers. Throughout the workshop session, students in the advanced workshop will be instructing in the basic workshop. This will give them some practical experience in teach-



ing a course of this type. We feel that this will be of great value to these teachers.

Because of the extent and the program that has been designed for the Leadership Workshop, we are going to limit the number of enrollees. This year we will have fifteen (15) students in this workshop. A substantial scholarship is granted to each of the participants, plus five hours of flight training, three fine field trips, and many outstanding speakers in the fields of aviation, aerospace and education.

If you are interested in attending this workshop, send me a brief resume of your background in education and the aviation field. We would also be interested in knowing why you want to attend. Get these in early, as there are a limited number of scholarships available.

Send your letters to: Ron Adams, Supervisor of Aviation Education, Box 1698, Helena, Montana 59601.

### **CESSNA ANNOUNCES 3 AVIATION EDUCATION PROGRAMS**

Cessna Aircraft Company has announced the development of three education programs to create a better understanding of aviation among students ranging from the first grade through junior college levels.

Frank G. Mitchell, Cessna's manager of air age education, said the detailed aviation study programs are the first ever to be offered on a nationwide basis. Each program includes a recommended outline for an aviation course and are being made available immediately.

Cessna's air age education program has been designed to make young people more aware of the impact aviation has had upon social traditions, cultural structures, and business practices, and to give them some insight into how rapid advances in aviation technology will affect the entire course of their lives.

One of the major goals of the Cessna program is to acquaint young people with the vocational opportunities which will be available to them in aviation.

Aviation today is the largest employer of a nonagrarian industry, and faces a growing need for personnel at all levels. Materials recommended for the Cessna air age education program suggest that students

consider a career in any of numerous aviation specialties, such as mechanics, engineers, pilots, government air traffic controllers, flight instructors, aviation managers, or airplane salesmen.

#### **ELEMENTARY COURSE**

The aviation education course for elementary school use is tailored to fit into the science and social studies portion of the school curriculum. Cessna is offering an elementary aviation unit kit for teachers which includes a suggested course outline and numerous teaching aid materials. The kit is available through Cessna for \$3.50. The company also will continue to supply free teacher's packets for which it receives about 8,000 requests a year.

The kit may be ordered by teachers on school stationery from: Cessna Aircraft Company, Air Age Education Department, Box 1521, Wichita, Kansas 67201.

#### **HIGH SCHOOL**

The high school course is being implemented primarily through the Cessna wholesale/dealer organization with assistance from company air age education personnel. Local Cessna representatives will present the suggested aviation education program to school personnel. The course being made available to high school students will provide for classroom instruction in all phases of general aviation and will suggest materials for the study of the

importance of aviation in our everyday lives.

#### **JUNIOR COLLEGE**

The junior college program has started with a mailing to 800 junior college presidents in the U.S., suggesting that they consider adding a course in aviation education to their curriculum. Those colleges which show an interest in the program will be provided with a suggested course outline and a study which details more than 100 high school and junior college aviation courses now being offered.

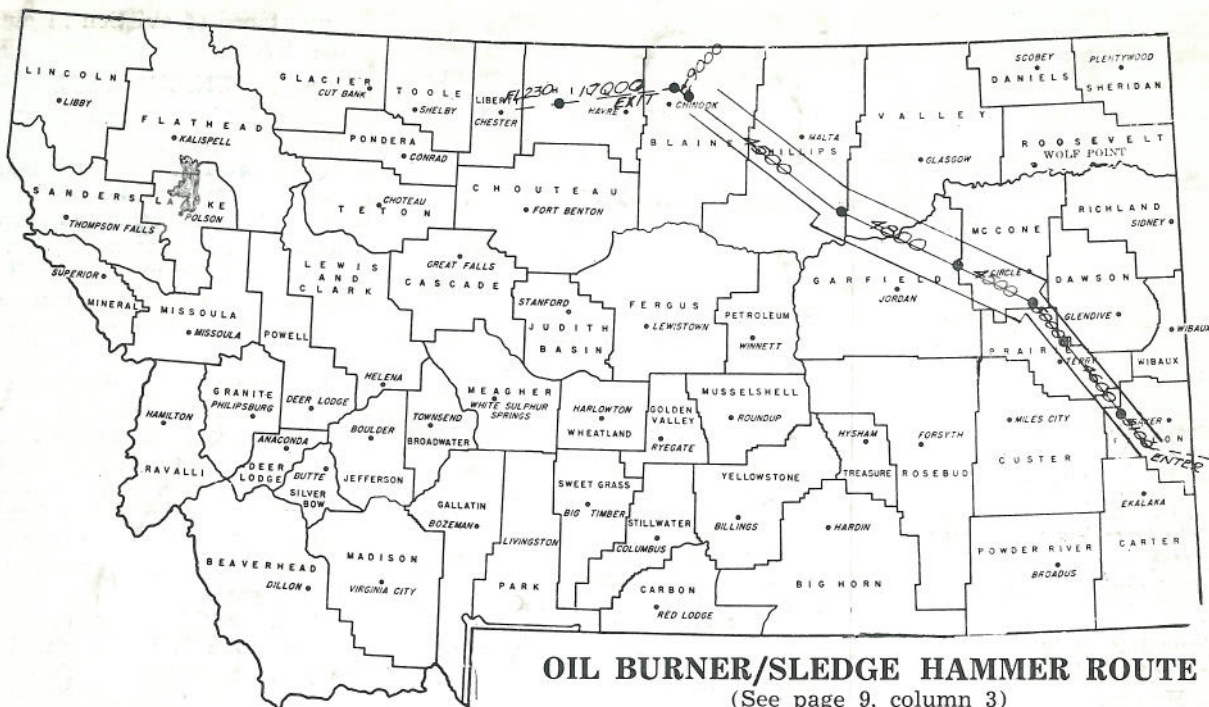
Both the high school and junior college programs suggest that the classroom courses be supplemented with some type of flight experience for students, as it has been found that this is an important part of those courses which have been successful in the past.

"We feel this air age education program—even if implemented in only a portion of the nation's school systems—could have a significant effect on the well-being of aviation," said Mitchell. "We in the general aviation side or the business are well aware of the importance of making young people cognizant of the effect of aviation on their lives. In these people, we see tomorrow's pilots, airplane owners, mechanics, instructors, aircraft salesmen—all necessary for the continued growth of our business. We hope it will contribute to the educational enrichment of thousands of young people."



**This age old fascination needs only the proper education to be developed into a rewarding career and a better understanding of the age in which we live.**





**OIL BURNER/SLEDGE HAMMER ROUTE**  
(See page 9, column 3)

**MEMBER**

**NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS**

**PURPOSE:**—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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March, 1967